

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4911

號九廿月六年一十三緒光

MONDAY, JULY 31 1905.

一拜禮

號一廿月七英曆

350 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$8,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:

H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq.
E. Goetz, Esq.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.
F. Salinger, Esq.
H. Schubart, Esq.
E. Shellim, Esq.
Hon. R. Shewan.
N. A. Siebs, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORIZED.....\$10,000,000

CAPITAL PAID UP.....\$3,250,000

RESERVE FUND.....\$3,250,000

HEAD OFFICE:

NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vaux Road,
Hongkong, 26th May, 1905. [21]

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 18,000,000
CAPITAL UNPAID-UP....." 6,000,000
RESERVE FUND....." 9,720,000

Head Office:—YOKOHAMA.

Branches and Agencies:

YOKIO. NEW YORK.
NAGASAKI. HONOLULU.
YONOS. SHANGHAI.
SAN FRANCISCO. NEWCHWANG.
BOMBAY. MUKDEN.
TIENTSIN. PORT ARTHUR.
PEKING. CHEFOO.
KOBE. DALNY.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LD.

PARIS BANK, LD.

THE UNION OF LONDON AND SMITH'S BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

On fixed deposits for 6 months at 4 per cent.

On fixed deposits for 3 months at 3 per cent.

On fixed deposits for 1 month at 2 per cent.

On fixed deposits for 1 week at 1 per cent.

On fixed deposits for 1 day at 1/2 per cent.

On fixed deposits for 1 hour at 1/4 per cent.

On fixed deposits for 1 minute at 1/8 per cent.

On fixed deposits for 1 second at 1/16 per cent.

On fixed deposits for 1/1000th of a second at 1/32000 per cent.

On fixed deposits for 1/10000th of a second at 1/64000 per cent.

On fixed deposits for 1/100000th of a second at 1/128000 per cent.

On fixed deposits for 1/1000000th of a second at 1/256000 per cent.

On fixed deposits for 1/10000000th of a second at 1/512000 per cent.

On fixed deposits for 1/100000000th of a second at 1/1024000 per cent.

On fixed deposits for 1/1000000000th of a second at 1/2048000 per cent.

On fixed deposits for 1/10000000000th of a second at 1/4096000 per cent.

On fixed deposits for 1/100000000000th of a second at 1/8192000 per cent.

On fixed deposits for 1/1000000000000th of a second at 1/16384000 per cent.

On fixed deposits for 1/10000000000000th of a second at 1/32768000 per cent.

On fixed deposits for 1/100000000000000th of a second at 1/65536000 per cent.

On fixed deposits for 1/1000000000000000th of a second at 1/131072000 per cent.

On fixed deposits for 1/10000000000000000th of a second at 1/262144000 per cent.

On fixed deposits for 1/100000000000000000th of a second at 1/524288000 per cent.

On fixed deposits for 1/1000000000000000000th of a second at 1/1048576000 per cent.

On fixed deposits for 1/10000000000000000000th of a second at 1/2097152000 per cent.

On fixed deposits for 1/100000000000000000000th of a second at 1/4194304000 per cent.

On fixed deposits for 1/1000000000000000000000th of a second at 1/8388608000 per cent.

On fixed deposits for 1/10000000000000000000000th of a second at 1/16777216000 per cent.

On fixed deposits for 1/100000000000000000000000th of a second at 1/33554432000 per cent.

On fixed deposits for 1/1000000000000000000000000th of a second at 1/67108864000 per cent.

On fixed deposits for 1/10000000000000000000000000th of a second at 1/134217728000 per cent.

On fixed deposits for 1/100000000000000000000000000th of a second at 1/268435456000 per cent.

On fixed deposits for 1/1000000000000000000000000000th of a second at 1/536870912000 per cent.

On fixed deposits for 1/10000000000000000000000000000th of a second at 1/1073741824000 per cent.

On fixed deposits for 1/100000000000000000000000000000th of a second at 1/2147483648000 per cent.

On fixed deposits for 1/1000000000000000000000000000000th of a second at 1/4294967296000 per cent.

On fixed deposits for 1/10000000000000000000000000000000th of a second at 1/8589934592000 per cent.

On fixed deposits for 1/100000000000000000000000000000000th of a second at 1/17179869184000 per cent.

On fixed deposits for 1/1000000000000000000000000000000000th of a second at 1/34359738368000 per cent.

On fixed deposits for 1/10000000000000000000000000000000000th of a second at 1/68719476736000 per cent.

On fixed deposits for 1/100000000000000000000000000000000000th of a second at 1/137438953472000 per cent.

On fixed deposits for 1/1000000000000000000000000000000000000th of a second at 1/274877906944000 per cent.

On fixed deposits for 1/10000000000000000000000000000000000000th of a second at 1/549755813888000 per cent.

On fixed deposits for 1/100000000000000000000000000000000000000th of a second at 1/1099511627776000 per cent.

On fixed deposits for 1/1000000000000000000000000000000000000000th of a second at 1/2199023255552000 per cent.

On fixed deposits for 1/100th of a second at 1/4398046511104000 per cent.

On fixed deposits for 1/1000th of a second at 1/8796093022208000 per cent.

On fixed deposits for 1/100th of a second at 1/17592186044416000 per cent.

On fixed deposits for 1/1000th of a second at 1/35184372088832000 per cent.

On fixed deposits for 1/100th of a second at 1/70368744177664000 per cent.

On fixed deposits for 1/1000th of a second at 1/140737488355328000 per cent.

On fixed deposits for 1/100th of a second at 1/281474976710656000 per cent.

On fixed deposits for 1/1000th of a second at 1/562949953421312000 per cent.

On fixed deposits for 1/100th of a second at 1/1125899906842624000 per cent.

On fixed deposits for 1/1000th of a second at 1/2251799813685248000 per cent.

On fixed deposits for 1/100th of a second at 1/4503599627370496000 per cent.

On fixed deposits for 1/1000th of a second at 1/9007199254740992000 per cent.

On fixed deposits for 1/100th of a second at 1/18014398509481984000 per cent.

On fixed deposits for 1/1000th of a second at 1/36028797018963968000 per cent.

On fixed deposits for 1/100th of a second at 1/72057594037927936000 per cent.

On fixed deposits for 1/1000th of a second at 1/144115188075855872000 per cent.

On fixed deposits for 1/100th of a second at 1/288230376151711744000 per cent.

On fixed deposits for 1/1000th of a second at 1/576460752303423488000 per cent.

On fixed deposits for 1/100th of a second at 1/1152921504606846976000 per cent.

On fixed deposits for 1/1000th of a second at 1/2305843009213693952000 per cent.

On fixed deposits for 1/100th of a second at 1/4611686018427387904000 per cent.

On fixed deposits for 1/1000th of a second at 1/9223372036854775808000 per cent.

On fixed deposits for 1/100th of a second at 1/18446744073709551616000 per cent.

On fixed deposits for 1/1000th of a second at 1/36893488147419103232000 per cent.

On fixed deposits for 1/100th of a second at 1/73786976294838206464000 per cent.

On fixed deposits for 1/1000th of a second at 1/147573952589676412928000 per cent.

On fixed deposits for 1/100th of a second at 1/295147905179352825856000 per cent.

On fixed deposits for 1/1000th of a second at 1/590295810358705651712000 per cent.

On fixed deposits for 1/100th of a second at 1/1180591620717411303424000 per cent.

On fixed deposits for 1/1000th of a second at 1/2361183241434822606848000 per cent.

On fixed deposits for 1/100th of a second at 1/4722366482869645213696000 per cent.

On fixed deposits for 1/1000th of a second at 1/9444732965739290427392000 per cent.

On fixed deposits for 1/100th of a second at 1/18889465931478580854784000 per cent.

On fixed deposits for 1/1000th of a second at 1/37778931862957161709568000 per cent.

On fixed deposits for 1/100th of a second at 1/75557863725914323419136000 per cent.

On fixed deposits for 1/1000th of a second at 1/151115727451828646838272000 per cent.

On fixed deposits for 1/100th of a second at 1/302231454903657293676544000 per cent.

On fixed deposits for 1/1000th of a second at 1/604462909807314587353088000 per cent.

On fixed deposits for 1/100th of a second at 1/1208925819614629174706176000 per cent.

On fixed deposits for 1/1000th of a second at 1/2417851639229258349412352000 per cent.

On fixed deposits for 1/100th of a second at 1/4835703278458516698824704000 per cent.

On fixed deposits for 1/1000th of a second at 1/9671406556917033397649408000 per cent.

On fixed deposits for 1/100th of a second at 1/19342813113834066795298816000 per cent.

On fixed deposits for 1/1000th of a second at 1/38685626227668133590597632000 per cent.

On fixed deposits for 1/1

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.M.R.
"FATSHAN,"	2,260 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lottius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentine.

"NANNING," 569 tons, C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shie-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
Canton to Tak Hing.....Single \$12.50. Return \$21.00.
Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

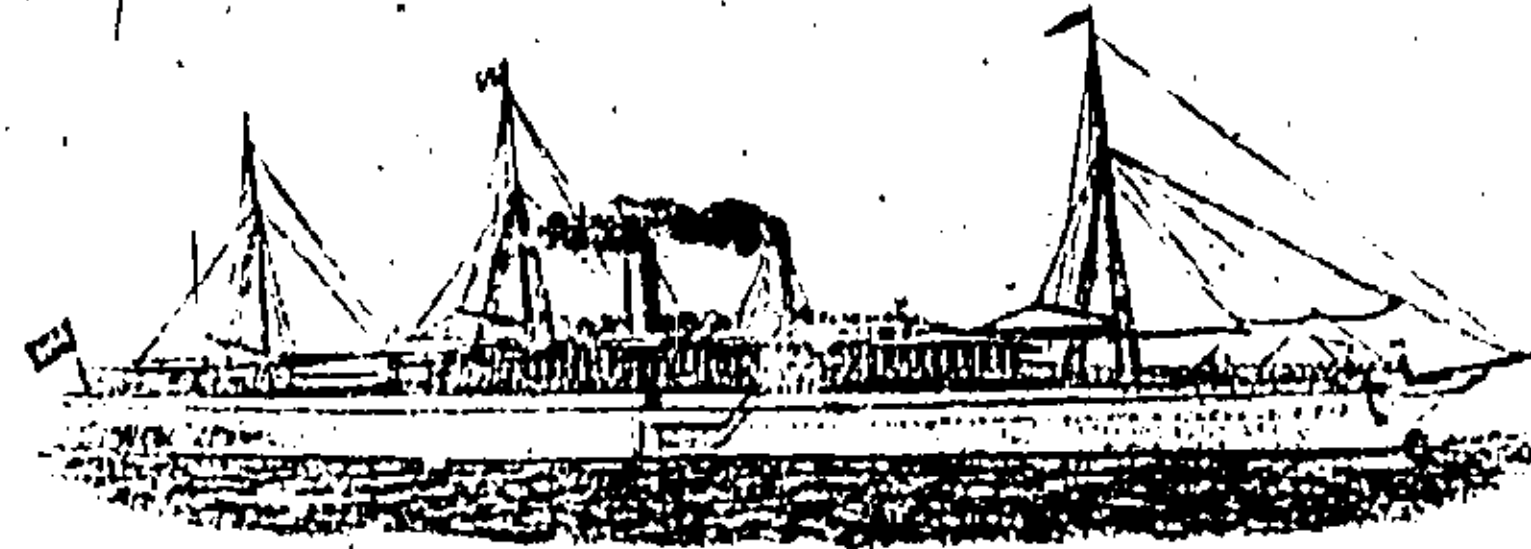
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st July, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPRESS OF CHINA"	6,000	R. Archibald, R.M.R.	WEDNESDAY, 2nd Aug.
"ATHENIAN"	2,440	S. Robinson, R.M.R.	WEDNESDAY, 9th Aug.
"EMPRESS OF INDIA"	6,000	E. Beetham, R.M.R.	WEDNESDAY, 23rd Aug.
"TARTAR"	4,445	W. Davidson, R.M.R.	WEDNESDAY, 13th Sept.
"EMPRESS OF JAPAN"	6,000	H. Pybus, R.M.R.	WEDNESDAY, 20th Sept.

Hongkong to London, 1st Class, via S. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate or Steamer, and 1st Class Rail..... £40..... £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
1. E. BROWN, General Agent.
Hongkong, 31st July, 1905. Corner Piddar Street and Praya, opposite Blake Pier. [10]

HAMBURG-AMERIKA LINIE.

GERMAN-AMERICAN LINE.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ACILIA.....	HAVRE and HAMBURG.	6th August. Freight.
Schulke.....	(Calling at S'PORE, PENANG & COLOMBO).	
ALESIA.....	HAMBURG.	10th August. Freight.
Sachs.....	(Calling at S'PORE, PENANG & COLOMBO).	
SPEZIA.....	HAVRE and HAMBURG.	14th August. Freight.
Ehler.....	(Calling at S'PORE, PENANG & COLOMBO).	
SAMBIA.....	HAVRE, BREMEN and HAMBURG.	23rd August. Freight.
Lening.....	(Calling at S'PORE, PENANG & COLOMBO).	
RHENANIA.....	HAVRE and HAMBURG.	6th Sept. Freight and Passengers.
Fock.....	(Calling at S'PORE, PENANG & COLOMBO).	
SCANDIA.....	HAVRE and HAMBURG.	20th Sept. Freight and Passengers.
v. Doehren.....	(Calling at S'PORE, PENANG & COLOMBO).	
SILESIA.....	HAVRE and HAMBURG.	4th October. Freight and Passengers.
Bable.....	(Calling at S'PORE, PENANG & COLOMBO).	
SLAVONIA.....	HAVRE and HAMBURG.	18th October. Freight and Passengers.
Madsen.....	(Calling at S'PORE, PENANG & COLOMBO).	
VANDALIA.....	NEW YORK VIA SUEZ.	about beginning of Oct. Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity.

Duly qualified Doctor and Stewards are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 29th July, 1905.

D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. L. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904. [47]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSOLONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SCHARNHORST.....	WEDNESDAY, 2nd August.
PRINZ HEINRICH.....	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 30th August.
PREUSSEN.....	WEDNESDAY, 13th September.
ROON.....	WEDNESDAY, 27th September.
BAYERN.....	WEDNESDAY, 11th October.
ZIETEN.....	WEDNESDAY, 25th October.
PRINZESS ALICE.....	WEDNESDAY, 8th November.
SACHSEN.....	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 6th December.
PRINZ HEINRICH.....	WEDNESDAY, 20th December.

ON WEDNESDAY, the 2nd day of August, 1905, at Noon, the Steamship SCHARNHORST, Captain L. Maas, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 31st July, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 1st August, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 1st August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardsesses. Lines can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND.....	3,302	TUESDAY, 22nd August.
WILLBAD.....	4,761	TUESDAY, 19th September.
PRINZ WALDEMAR.....	3,327	TUESDAY, 17th October.

ON TUESDAY, the 22nd August, 1905, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.

(REACHING YOKOHAMA IN LESS THAN SIX DAYS.)

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE.....	PRINZ SIGISMUND.....	TUESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....	PRINZ EITEL FRIEDRICH.....	TUESDAY, 1st Aug., Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....	PREUSSEN.....	WEDNESDAY, 16th August.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 31st July, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip.....\$12

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

Messrs. BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 5th July, 1905.

[713]

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
BOGOR.....	JAVA	Second half July	JAPAN VIA SHANGHAI	First half August
TJIPANAS.....	JAPAN	Second half July	JAVA PORTS	First half August
TJIMAH.....	JAVA	Second half August	JAPAN VIA SHANGHAI	Second half August
TJILATJAP.....	JAPAN	Second half August	JAVA PORTS	Second half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE
JAVA-CHINA-JAPAN LINE.

Telephone No. 375.

ALEXANDRA BUILDINGS, 3rd Floor.
Hongkong, 21st July, 1905.

[14]

Dentistry.

DR. M. H. OHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, DES VUEX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

TSIN TING,

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 19th July, 1905.

[66]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 65 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 500, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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THE ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS

IN
RAILWAYS, MINES, WATER SUPPLIES,
REINFORCED CONCRETE, CONCRETE PILES.ALEXANDRA BUILDINGS,
HONGKONG.

Hongkong, 12th July, 1905.

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"MINIMAX"

HAND

FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.

LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO ROSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine,

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

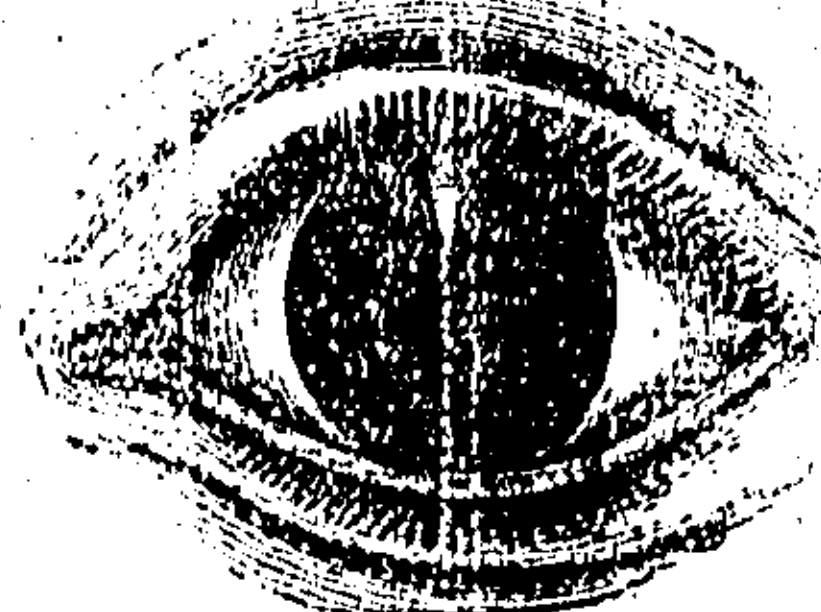
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

Is Self-acting. Destroys all smoke. Can be used by anyone, even a child. Minimum of Price, Weight and Size. Hongkong, 10th May, 1905.

[553]

EYES

RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,

10, D'AGUIAR STREET, HONGKONG.

(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free. LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C., 59, Bentinck Street, 566, Nanking Road. Hongkong, 24th March, 1904. [40]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1905.

[675]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 11

Des Vaux Road.

IS now in a position, in his New and Con- modious Premises, to eclipse, as heretofore ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September, 1904.

[56]

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905.

[69]

CAFE WEISMANN.

THE Public are invited to pay a visit to

our new

TIFFIN ROOMS.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN FASS BEER ON

DRAUGHT.

Entrance—

No. 1A, WYNDHAM STREET.

Hongkong, 22nd April, 1905.

[46]

Intimations.

A. S. WATSON & CO.,
LIMITED.WATSON'S
E

VERY OLD LIQUEUR

SCOTCH
WHISKY.THIS
CELEBRATED
BLEND
OF
THE FINEST
WHISKIES
IN SCOTLAND
IS CHARACTERISED BY ITS

FINE FLAVOUR

AND

MELLOWNESS

ATTAINED ONLY BY

GENUINE

AND

QUALITY

GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & Co.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 22nd July, 1905.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL.

1ST FLOOR.

OUR OWN
BRANDS:

HOME BOTTLED:

GREGOR & Co's IMPERIAL

HIGHLAND WHISKY \$16.00

GREGOR & Co's CLUB No. 1

WHISKY 18.00

GREGOR & Co's ROYAL OLD

LIQUEUR WHISKY 24.00

GREGOR & Co's TARRAGONA

9.00

GREGOR & Co's OLD TAWNY

PORT 11.00

Hongkong, 17th June, 1905.

NOTICE.
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
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The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-five cents.

MARRIAGE.
GONCALVES-JONES.—On Saturday, the 29th inst., at St. Joseph's Church, Hongkong, by the Chaplain, the Rev. Father Augustine, NUNO ALVARO, elder son of Mr. C. J. Goncalves, of Hongkong, to HYACINTH MARY, second daughter of Mr. Daniel Jones, J.P., F.R.G.S., of Shifnal, Shropshire, England. 1790

THE cable steamer Recorder has returned to Singapore from Haiphong. The vessel has been away picking up the old Hongkong-Haiphong cable, and has encountered bad weather most of the time.

We would remind our readers that Messrs. Lane, Crawford & Co.'s Removal Sale commences to-morrow, the 1st August, when all goods will be sold at a reduction of 20% for cash as advertised.

THE Straits Times hears that it has been decided to lengthen Victoria Dock by 100 feet. This Dock is 450 feet in length, 65 feet wide at the entrance, and has a depth of 20 feet on the sill at ordinary spring tides. It is built of granite.

Dr. Albert Ernest Jenks, the chief of the ethnological survey in the Philippines, has resigned his position and will return to the United States to recover his health. His resignation was submitted July 17 and was accepted by the commission to take effect July 30.

THE Far Eastern Review is increasing in bulk month by month, and the publisher and editor, Mr. Geo. Bronson Rea, is to be complimented on the interesting fare he is now placing before his readers. The July issue contains an unusually large number of illustrated articles prominent amongst which is one on the new Government offices of Hongkong.

CAPT. A. Simons Ward, Grenadier Guards, and A. D. C. to Gen. Villiers Hutton, Commanding Hongkong and Capt. Elgood, West Kent Regiment, were in Singapore on the 25th inst., en route to Borneo for a shooting tour. Capt. Ward is a son of Sir Edward Ward, Secretary to the Army Council, and a nephew of Mr. Harry M. Simons, formerly of Singapore.

HIS Excellency the Governor of British North Borneo has been on an inspection visit to the West Coast. The state of trade at Jesselton was noted with satisfaction and the s.s. Kedah alone took 2,500 packages for Singapore. The cargo trade is reported to be increasing. Other visitors to Jesselton about the same time were the District Officer of Temapatur and some Dusuns.

CORNELIUS Vanderbilt, the multi-millionaire of New York and Mrs. Vanderbilt will visit Manila next December as guests of Major General and Mrs. Corbin. The commanding general has just received a letter from Mr. Vanderbilt in which the latter expressed his intention of accepting General Corbin's invitation, extended before the latter left the United States, to visit him at Manila.

THE man-of-war anchorage at Singapore appears to be infested with sharks for every night several large ones are seen hovering round H.M.S. Sirius. The other evening one measuring eleven feet six inches in length and sixty-four inches in girth was caught. The fish had been observed for some time alongside H.M.S. Sirius, and a hook baited with four pounds of pork was put out and soon snapped up, and the brute hauled out and despatched.

A NUMBER of shopkeepers in Connaught Road, West, having more stock-in-trade than they had room for in their shops, expanded their premises, by stocking the surplus goods on the public roadway, thereby causing an obstruction to the traffic. One man had 67 tubs of oil so placed; a second 39 boxes of salt fish; a third 56 bags of rice; others quantities of baskets of fruit and so forth. For this usurpation of the public road, Mr. F. A. Hazeland fined them \$50 or six weeks; and one for causing a minor obstruction \$25 or one month.

THE case against Cheung Fat, charged with murder, which was remanded from Saturday last, was resumed before Mr. F. A. Hazeland this afternoon. Another witness was called and denied having played cards with the accused on the night in question. This concluded the case for the prosecution except for the evidence of Dr. W. Hunter, now confined in the Government Civil Hospital, suffering from typhoid fever. For the defence a quarryman gave evidence to show that the prisoner was confined to his mattress, through sickness, from the 14th June to the end of the month. The case was adjourned till the 8th prox.

A VERY enjoyable function took place on Saturday evening when Mr. E. A. M. Williams, secretary to William Powell, Limited, was entertained to dinner at the King Edward Hotel by his colleagues and friends on the occasion of his departure to take a position with Messrs. Lowe & Bingham, chartered accountants. In the course of the evening Mr. J. Whyte, in the name of the subscribers, presented the guest with an address and a massive inkstand in token of the esteem in which Mr. Williams was held by the employees of William Powell, Ltd. Mr. Woo Chun, one of the Chinese assistants, spoke on behalf of the Chinese staff, his speech being translated into English by one of the party. Altogether the proceedings were of an extremely pleasant character and closed at a late hour, songs and toasts being given by most of those present.

LOCAL AND GENERAL.

FROM to-morrow Reville will sound at 5.55 a.m. and Retreat at 7 p.m.

DURING the week ended the 30th inst., 167 non-Chinese and 43 Chinese visited the City Hall Reading Room.

MR. C. B. Dawson, who has been on the Gold Coast in West Africa, has arrived at Singapore to join the Raub Australian Gold Mining Co.

A MEDICAL Board will assemble at the Military Hospital, Kowloon, to-morrow, to report upon the state of health of certain Russian Refugees.

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HONGKONG APPEAL COURT.

AN INTERESTING CASE.

The Full Court sat to-day to hear the Nam Lung vs. Lam Tung appeal case—the Chief Justice, Sir Francis Piggott, and His Honour Mr. A. G. Wise, Puisne Judge, on the bench. Mr. H. N. Ferrers, instructed by Mr. Hays, appeared for the appellant; Mr. H. E. Pollock, K.C., instructed by Mr. C. F. Dixon, represented the respondent.

This case, it may be recalled, arose out of a robbery which was committed near Saigon, in Indo-China. A Chinaman robbed the Nam Lung firm of between \$7,000 and \$8,000 in cash and jewellery. He escaped to Hongkong, but was captured here and extradited to Saigon, where he is now undergoing a term of imprisonment for his crime. When caught, he had in his possession, besides other money and valuables, a sum of \$2,600, made up of 26 notes of \$100 each. The cook of the vessel by which the robber came to Hongkong, Lam Tung, by name, alleged that the money found on Chow Kwan, the robber, to the amount of \$2,600 at least belonged to him. He had been entrusted with letters containing that sum by friends in Indo-China who wished him to deliver the letters to people at the outposts. The Nam Lung firm claimed the money as part of the sum stolen from them by Chow Kwan. The money had been lodged in Court pending a decision on the subject, and the appellants sought to obtain permission to bring new evidence on material points of the case.

Mr. Pollock, in opening the case for the respondent, said it would be convenient if he dealt in the first place with the appellants' motion to adduce fresh evidence. In connection with that matter he pointed out to the Court that the Acting Chief Justice refused the appellants' application for permission to take evidence as long ago as March last. Therefore from that date, apart from any appeal brought by them from the decision of the Acting Chief Justice, the appellants were perfectly well aware what their only hope was of laying any evidence before this Court on their side or to get witnesses to come up here and give evidence *viva voce*.

The Chief Justice—They took a further step on 8th June.

Mr. Pollock said they took a much bigger step than that because they set the case down for hearing on the 16th of June. The respondent submitted that the argument which was hinted at by the other side that the appellants could not be expected to appeal from the Acting Chief Justice's decision because he could be one of the judges of the Appeal Court—

The Puisne Judge—You need not go into that.

Mr. Pollock—Two or three weeks before this case came on for hearing the Acting Chief Justice ceased to be a judge of this Court and it was open to the appellants—

The Chief Justice—I would sooner you did not mention this subject at all, because I don't think it is a proper argument to address to the Court.

Mr. Pollock said the appellants had the opportunity after the present Chief Justice came to the bench to appeal to an independent bench of judges altogether, but they did not avail themselves of that opportunity. The rule here as to appeals from interlocutory orders was different from the rule at home. At home the appellant would have been debarred from appealing at the expiration of 14 days, but here that did not apply. Section 606 of the Code said that: "No appeal to the Full Court from any decision of the Court shall, except by special leave of the whole Court, be brought after the expiration of six months." Therefore—

Mr. Ferrers—Yes?

Mr. Pollock—Would you please not interrupt. I know what I am about. Therefore, he continued, the language was quite general. There was a power of appeal for six months, and there was a marginal reference to Order 58, Rule 15, which had obviously departed from the terms of the home practice. At the end of May the appellants found they could not get witnesses up to give *viva voce* evidence. The appellants had deliberately elected to trust to the chance of being able to break down the plaintiffs' case. The appellants now said that they wanted to call a gentleman supposed to be the head of the Chinese community in Saigon and they said they also wanted to call another witness from the same locality.

The Chief Justice remarked that this was not a motion on appeal.

Mr. Pollock held that the appellants were taking a very unfair advantage. They said to themselves—"We will see if we can't break down the plaintiffs' case and if we cannot do that we shall go to the Court of Appeal and we will try to get a new trial on some other ground."

Mr. Ferrers, in reply, remarked that they did not bring this case in order to recover the small amount that was at stake. The costs of these proceedings would be far in excess of the sum in Court. What the appellants wanted was to prove that they had been made the victims of a conspiracy. Therefore they were anxious to get evidence which ought to have been presented and satisfy the Court that there had been a conspiracy of a fraudulent kind. Judgment was reserved.

ARMED DEEN, Indian constable, was arraigned before Mr. G. N. Orme this morning charged with the manslaughter of Cheung Yui, a hawker, in Victoria, on the 29th inst.—Deceased, who was unlawfully calling out his wares, frightened at the sudden appearance of the Indian Constable, who was approaching to arrest him, dropped his basket and endeavoured to escape down the un-named flight of very steep steps at the back and above the Central Police station, with the result that he was picked up with a fractured skull, death ensuing immediately. Evidence of the arrest was given before Mr. Orme, and the case was remanded to enable the police to secure evidence as to how the man met his death.

CANTON NOTES.

[From Our Own Correspondent.]

Canton, 29th July,

THE BOYCOTT.

The chief subject of conversation in Canton is the boycott. The native papers say that the 1st of the seventh moon—August 1st—has been definitely decided upon as the beginning of the boycott. It is doubtful if many of the Chinese know much about what a boycott means. Yet there seems to be one mind in the desire to begin something. The native papers give a very one-sided account of the difference regarding the treaty. The one desire seems to be to keep the Chinese "hot" regarding the injustice that is being done Chinese people. And as this is a matter that touches the many it is not difficult to keep the pot boiling. It may be that few of the merchants of Canton desire to go to the United States. But there are very few firms that have not some hangers on, or some poor relatives, that they would not like to send abroad. When all these are taken into consideration the number personally interested is large. It would be foolish to prophesy as to the outcome of the movement. The one thing certain at present is that a boycott will be attempted. For the rest we must wait and see.

THE EMPEROR'S BIRTHDAY.

The Emperor's birthday occurs to-morrow. It was observed in a kind of a way yesterday. Perhaps the 28th is not a lucky day and a change was made. We have heard to reason for the change. Perhaps it was only local.

THE FLOOD.

The typhoon brought a welcome change to Canton. For days it had been hot. Just about as hot as the hottest place we care to mention. The rain and the wind have made it delightfully cool and people look happy again.

PLAGUE.

A good many cases of plague are reported in the city.

IMPORTANT MILITARY REFORMS.

An Imperial Decree dated from Peking, on 21st inst., is to the following effect.—Since the beginning of our dynasty bows and arrows have been the important arms to uphold the national dignities and thus in examining military officers and in training officers and men riding and arrow shooting were recognized as essential items for men of arms. However, in recent years the methods of fighting have been greatly changed and are daily changing and arms are especially improving daily. In reflecting that our ancestors respected the excellence of the army and had done everything possible to keep the army up to date practically, therefore from this date all the Princes, Dukes and high officials of the Eight Banners shall all study thoroughly the modern science of war and defences and shall not indulge in the mere study of useless out of date matters. Those who shall be received in audience before appointment in military services who used to carry bows are not any longer to carry bows. The Imperial escorts, the Imperial Guards and all the Government armies are not allowed to have any obsolete weapons but up to date ones. The method of selecting the Imperial Guards and other officers and Manchurian soldiers, the examination of their knowledge in the science of war and their physical strength and their abilities, etc., are hereby ordered to be investigated by the Ministers of Presence and the Board of War, who shall compile the rules and regulations for the same.

THE TAFT PARTY

AT YOKOHAMA.

The *Cabotus* correspondent at Yokohama, writing on 25th inst., states.—The Pacific Mail company's steamship *Manchuria* arrived here to-day with the Taft party aboard. Never since General Ulysses S. Grant, then the recent President of the United States on his famous trip about the world, made Japan mad over America, has any American created such a furor as has Taft. With the ovation to him was, of course, coupled the enthusiasm for Miss Alice Roosevelt, the daughter of the President. Yokohama harbour was a mass of bunting and every ship and sampan in the bay was ablaze with colour. The Japanese Government had made magnificent preparations for receiving the distinguished party of Americans, and the display of day fireworks which greeted the anchoring of the *Manchuria* was the finest ever seen here. The United States Minister and his suite, with the consuls of the various cities, together with the representatives of the Mikado, and an immense concourse of people of all nationalities in launches and junks met the *Manchuria* miles away from the anchorage and accompanied it into the inner harbour. The steamer of the Government saluted the Secretary first and the guns of the defences boomed the ceremonial salute. All Yokohama is alight to-night with lanterns, and one would think it a celebration of the fall of Port Arthur, so great is the noise and the illumination. All aboard the *Manchuria* are well.

THE SINKING OF THE "PRINCESSE MARIE."

STERN, BRITISH ORDERS TO "TEREK."

Shortly after the crew of the *Princesse Marie* arrived at Batavia they learnt that Admiral Sir Gerard Noel, Commander-in-Chief of the China Squadron, had telegraphed to the Commander of the *Terek* to remain at Batavia and should his orders not be carried out instantly, he informed the Commander that the *Terek* would be searched for, and the consequences would be most serious. The Commander on receipt of the cable immediately dispatched the cruiser and wired to the Admiral. His Excellency's orders had been complied with. A couple of days later a battleship and two cruisers, belonging to the China Squadron were sent to Batavia by the Admiral to satisfy themselves whether the *Terek* had been destroyed and when they arrived they found that the Admiral's orders had been carried out. It is believed that the *Glory*, *Hogue* and *Sudley* were the vessels that went out on this mission.—*Cyprian Chivers*.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

OBITUARY.

ADMIRAL YEH DEAD.

[From Our Own Correspondent.]

Shanghai, 31st July,
12 noon.

The death is announced of Admiral Yeh-chu-kwei, the re-organiser of the Chinese Navy, director-in-chief of the Kiangnan arsenal and dockyard, and the commander of the combined Nanyang and Peiyang squadrons.

NAVAL NOTES.

RECENT APPOINTMENTS.

The following appointments have been announced at the Admiralty:—

Captain.—Hon. R. F. Boyle, M.V.O., to *Leviathan*, and as flag-captain to Rear-Admiral Lambton, vice Cradock.

Lieutenants.—The following are reappointed temporarily in lieu of sub-lieutenants on promotion: F. S. McGachen to *Glory*; N. E. Isenberger to *Hecla* for Eone; H. de St. Tupper to *Sirius*; C. A. Poignand to *Bonaventure*; and T. K. Maxwell to *Ocean*.

Lieutenants.—E. C. Stubbs to *Spanker* (N.), temporary, and *Thetis* (N.) on recommissioning.

Paymaster.—J. C. Baker to *Thetis*, on recommissioning.

THE SURVEYING SERVICE.

Although the pay is good, the surveying service offers few attractions to the ambitious young officer. Promotion is slow and limited. The journal says surveyor has no prospect of becoming a Sea Lord commanding a fleet, or attaining any other of the "plums" that may be plucked by other officers of the executive branch. Under these circumstances, a home journal says, it is not surprising that recruits to the surveying service are not numerous. Nevertheless, the work is important, and with a view to inducing more lieutenants to take it up the Admiralty have made a new regulation. In future navigating lieutenants and sub-lieutenants will be permitted to join the surveying branch for two years only. At the end of that time they may return to work in the fleet, if they so desire. Apparently, the Admiralty are a bit dubious of results, for as a further inducement, they add a promise to favourably note the officers who have done two years' surveying. This means that the fact will count in their favour when selections for promotion are made.

THE "SOLLY"

An Indo-China paper says that is the opinion of all the naval officers who have witnessed the different attempts made to save the cruiser *Solly*, the ship is to be given up as lost. Even if she could be rescued from her critical position, the cost of salvage and repairs would amount to more than the building of a new ship of the same type. The engines now touch the ceiling of the engine-room and act as pillars supporting the ship which, however, forms from day to day a more pronounced curve.

THE BATTERY PATH MYSTERY.

CHARGE REDUCED.

This morning, Mr. F. B. L. Bowley, Crown Solicitor, appeared before Mr. F. A. Hazeland, and applied to amend the charge against Aaron Ellis, from that of murder to one of manslaughter, by eliminating the words "willfully and of malice aforethought," and for "kill and murder" substituting "slay and kill." Mr. Hazeland said of course he had no jurisdiction in the case of murder or manslaughter, and must commit it to the sessions, but the charge of murder could be withdrawn and one of manslaughter substituted. This was done, and the substituted charge was then read over to the accused who pleaded "not guilty."

Mr. P. W. Goldring, of Messrs. Bruton, Hett and Goldring, who appeared for the accused, asked for bail, saying that his client could furnish two personal bonds of \$5,000 each, and be understood that the Crown Solicitor had no objection.

Mr. Bowley.—That is so, your Worship. The case was then set for hearing on the 8th prox., bail being allowed as applied for.

SHIPPING AND MAILS.

MAILS DUE.

American (*Doric*) 1st prox.
Australian (*Taiyuan*) 1st inst.
German (*Scharnhorst*) 1st prox.
Canadian (*Empress of India*) 14th prox.
Australian (*Changsha*) 19th prox.

The C. N. Co.'s s.s. *Taiyuan* from Australian ports left Kuchino on 28th inst., p.m., and is due here to-morrow.

The C. N. Co.'s s.s. *Changsha* from Australian ports left Sydney on 25th inst., and is due here on 19th prox.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Maheon* left Singapore on 28th inst., at 5 p.m., and is due here on 2nd prox.

The Imperial German Mail s.s. *Scharnhorst* left Foochow this morning at 10 a.m., and may be expected here to-morrow at 7 p.m.

The C. P. R. Co.'s s.s. *Tartar* from Hongkong on 5th inst., and Yokohama on 15th inst., arrived at Vancouver on 26th inst., at 5.30 p.m.

TELEGRAMS.

[Official.]

JAPANESE ADVANCE

IN SAGHALIEN.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegrams:—

Tokio, July 30, 1.30 p.m.

Saghalien Army reports that the army commenced the march at dawn on the 27th inst. pressing hard upon the enemy, and at 3 p.m. the advance guard occupied Derbenkoye while the cavalry entered Loukov.

A detachment, which advanced eastward via the district near Novonich in Aclowskoye, defeated the enemy consisting of infantry and artillery near Wedernikovski at 3 p.m. of the 27th inst. and immediately started in pursuit.

ANOTHER TOWN CAPTURED.

RUSSIANS RETREAT.

Tokio, 30th July, 9.30 p.m.

Saghalien army reports:—Our independent cavalry force which entered Loukov in the afternoon on the 27th inst. withdrew that night owing to grave unrest in the town. Our army's left column commenced the movement at 3.30 a.m. on the 28th inst. for the occupation of Loukov, and its advance guard, with cavalry, after attacking the enemy at the north side of Loukov, entered the town where street fighting ensued and at 8.30 a.m. Loukov was completely captured.

Our army's right column, after defeating the enemy near Wedernikovski, pressed hard upon them, and their main force since the night of the 27th inst. has, in disorder, fled southward. A detachment, sent in pursuit, met, on the 28th inst. at a point 8 kilometres south of Loukov, the enemy's infantry about 800 strong, of whom 200 were killed and 500 were finally captured.

The enemy who confronted our right column since the 27th inst. consisted of 3,000 infantry and eight guns while that confronting our left consisted of 2,000 infantry and four guns.

[Reuter's.]

Accident on the Electric Railway Liverpool.

London, 28th July.

An electric train from Liverpool to Southport ran full speed into a stationary train, killing 22 of the passengers.

The Peace Negotiations.

M. de Witte, in an interview on board the Atlantic liner, transmitted by wireless, declared that nothing which had recently occurred in Europe could remotely or indirectly affect the problem with which he will have to deal.

M. Komura and M. Takahira lunched with President Roosevelt at Oyster Bay.

Later.

A version of the Japanese terms of peace has already been published in Washington with some show of authority. The terms comprise an indemnity of £200,000,000, and the neutralization of Vladivostok, against which Japan will agree not to fortify Port Arthur.

M. Sato, at an interview in New York, said that Japan was perfectly ready to agree to an armistice after the credentials of the plenipotentiaries had been examined.

[A San Francisco wire of the 27th inst. says:—] It has been agreed by the Russian and Japanese peace commissioners that the negotiations shall be conducted in the English language and that the terms of the proposed treaty shall also be drafted in that language. For a time the French language was considered, but finally it was unanimously decided to use the Anglo-Saxon tongue. The *Manila Times* remarks that it is believed that this is the first time English has been recognized by two foreign powers not speaking English in their daily life, as the medium of their diplomatic intercourse and the language in which a treaty between two such powers should be drafted. Heretofore the diplomatic language of the world has been French, and its claims as such have been almost universally recognized. The present agreement affords another testimonial to the increasing spread of the English language and gives further assurance of its some day being the language of the civilized world.—*Ed., H.K.T.*

The Autumn Cruise of the Channel Squadron.

29th July.

The forthcoming cruise of the British Channel Squadron in the Baltic Sea is causing a great outcry in Berlin; the Conservative newspapers claim that the Baltic must be regarded as exclusively controlled by the countries bordering it, and as Sweden, Denmark and Russia are not able to say much on the matter, Germany must be considered mistress of that sea.

Blockade of Vladivostok.

A strong Japanese squadron is blockading Vladivostok.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 21st 11.55 p.m. The barometer has risen over the E. coast of China, and fallen in Formosa.

There are some indications of the existence of a low pressure area in the Pacific, which may be situated to the SE. or S. of the Loo-Choo.

NE. winds are likely to set in over the Formosa Channel and NW. winds NE. part of the China Sea.

Forecast.—Light or moderate NW. and W. winds; sea.

HONGKONG AT NIGHT.

A moment ago the peak was blanketed with a dense fog. It was as if the ebon wings of Death hovered over the island. But now the Chinese mainland reveals itself, and across the harbour and beyond Kowloon and beyond the paddy fields the mountains stand out black and wonderful against the sky. The moon is racing between the cloud gaps and burnishing the face of the waters and gleaming on the wetted sides of the steamers. Far to south you can just see the lighthouse, the one-eyed sentry of Gap Rock, blinking at the masthead lights of the ships that pass in the night. Between the light and Hongkong is the China Sea studded with islands, and in and out among the islands great junks with bat-wing sails move like phantom things over the leaden sea.

Far below the peak is the harbour, lit up by the liners and the cruisers and the junks and the sampans that lie as thick as ants on a honey-pot. It is the harbour of a million eyes, and a coolie leaning against a rickshaw like it unto heaven, top-side down. Descending the mountain side brings you to the harbour. Here is a little knot of people on the quay, and in front of them a clog squatting on his haunches with a bamboo stick out over the water. From the end of the bamboo four strings run down and out, pyramid fashion, into the water. The bamboo bends, and the putty-faced man on the quay rises and lifts the bamboo over his head. The four strings become taut, and out of the black water, a net appears swarming with small fry, and the putty-faced man is pleased. I fished all day over the side of a tramp, and caught nothing. The Chinese fishermen coming out of the blackness of the stockhold, their bare backs streaming with ink, looked at me with utter contempt. Yet here is this grinning coolie sinking his ragged anywhere in the harbour and performing miracles. His ancestors must have dwelt on the shore of Galilee.

The sampans and the junks have all anchored off some distance from the quay. This is the law of Hongkong, for otherwise the army of sampan men might step ashore and seize the island in the dark watches of the night. The quay is full of life; for the night is warm and the merchants, arrayed in purple and fine linen, are strolling in the moonlight. Mr. Wokee is attired in a flowing robe of white and pale blue baggy trousers. Trotting besides him is little Wokee junior, arrayed in splendour gaudy as a butterfly. The children are racing up and down, their tail-coats tied with bows of pink and blue. Over the water from the lined-up sampans comes a woman's voice. She is droning a Cantonese love song. There is six feet two of Sikh police in khaki uniform. His beard is shining in the lamplight; it is well trimmed and black as jet. Around his wrist are two half-hitches of pigtail, and on the end of the pigtail is a coolie revolving and wriggling like a kangaroo-rat in a trap. The coolie is a desperate fellow; you can see that by his face; a face that must have broken all the commandments of the East and West. There is a huge crowd following. It looks as if every coolie in Hongkong had fanned up in the scrub behind the Sikh. Stray pieces of road metal strike him, but he is not afraid, and his eyes are flashing and grand to behold. The crowd is pressing in closer and showing its long yellow teeth. Their wry hands, armed with inch finger nails, stab at the Sikh. From his right wrist dangles a baton. The baton gives an angry little jerk now and then like a dog's leg twitching with pain. A coolie, more desperate than the rest, comes within range, but the Sikh has eyes in the back of his head. The long loose arm with the baton at the end swings round like a catapult, and there is a nasty dull thud. The coolie sits in the dust rubbing tobacco into a two-inch scalp wound, and wondering what he has been doing since morning. Along the quay six more Sikhs reinforce their comrade, and the crowd melts away to the gambling dens and the dice-box.

Queen-street, the fashionable quarter of Hongkong, is almost deserted, and is cheerless, for there are no lights in the shop windows. There must be a dog fight in the Chinese quarter and all the Queen-street folk have gone there. You go that way, and as you draw near a sound of revelry by night falls on your ears. A steamer's siren hoots down on the quay. There is a clash of brass and tinkling of cymbals, and a volley of crackers from the steamer's bows. If that pandemonium otherwise known as Chinese music has not terrified the "debil man" it is not the Chinaman's fault. I hear the yod of the river steamer's paddles and the shouts and laughter of the coolie passengers. The *Sum-Sin* is off to Canton.

The glow of light from the Chinese quarter almost blinds you at first. The streets are full of lanterns, red and yellow and green and blue; and blue and green and yellow and red are some of the colours that adorn the crowd. I hear the sound of the scraping of fiddles over the way and step over and look in. At one end of the room are about twenty sailors, British and American, sitting on a long bench. At the other a bar with an array of beer mugs. It looks like target practice. Behind the bar is a woman, the one white woman I have seen to-night, and her reminiscences will run into thirty editions. In the corner is a low platform, about one foot high, and five feet square, and on this two Filipinos are scraping violins. The sailors set to partners, those that can stand, and circle slowly around the room with a kind of movement that has the rock of the sea in it. The sailors who cannot stand sit where they are and applaud. Everything seems a great success to them. To-morrow they will be cooling their heads on the capstan.

A girl of eighteen is feeling her way along the shop fronts, her face painted as gaudy as a barber's pole. Her dress is a dress of a million dyes, and all the shades of sunset are blended there. Out of her smooth, expressionless, putty face two beady eyes peep between the slanting lids. She must be blind. But not! She is groping along the shop fronts because her midget shoes are only two-and-a-half inches long. And if you stood her out in the road she would tumble over like a wooden doll. Little

Chinese policemen with mushroom hats patrol the winding streets. They surely cannot keep order. A half an hour ago a coolie thought likewise, but now he is quite of another opinion as he sits in a cell nursing a lump on his scalp as big as a saucer.

Here is a restaurant. It has a front like a Buddhist temple. Some local swell has just entered. Bang! bang! bang! go the cymbal men inside the door. That is in his honour.

A turn in the street and you see the harbour and the harbour lights. There are half a dozen black shadows rising out of the water; the armoured sides of cruisers. With these walls are men of Devon. Another long, low, black alligator thing with two stumpy funnels is moving swiftly out of the harbour like a thief in the night. It is a destroyer off on patrol. I have not seen a drunk man as yet, and this is the poorest quarter of the town. What a contrast to the alleys of Lambeth and the faces of the wild beasts that scavenge the dustbins there!

The shutters are closing, the streets are emptying, and I only notice one Sikh policeman and two men of war's men seeking their sinuous way to the quay side. How beautiful is the sky! It is quieter still. I pass a shop, and through a crack in the shutter stream a faint light. I peer through and into the room beyond the shop, and notice a dozen putty-faced men bending over a low table. I hear the rattle, the rattle of an inverted dice-cup. It is the first round a Chinaman hears at birth. He will listen for it when he wakes on Judgment Day.—W. M. Anderson in the *P. M. Gazette*.

SHIPPING JETSAM.

The transport *Lozan* dropped anchor in Manila the other morning after a record trip of 26 days across the Pacific. The run from Guam to that port was made in less than five days, which established a record, not alone for the *Lozan* but for the rest of the trans-Pacific transports.

At Singapore the other morning, a serang of the s.s. *African Prince*, was before Mr. Colman on allegations of defamation and extortion. The defamation consisted in writing that Mr. Mathews, the chief engineer, had demanded from him Rs. 250, or threatened to discharge him; the extortion arose out of his taking a half month's pay, Rs. 13, from the vessel under a threat of making the place hot for him. The case was not concluded when the mail left.

The *Manila Times* of the 21st inst. says:—With the departure of the steamship *Loongsang* this afternoon, the port of Manila loses one of the most popular captains in the China-Manila service in the person of Captain G. S. Weigall. For over seven and a half years Captain Weigall has been in command of the *Loongsang*, and his departure on that vessel to-day is his last voyage on what has long been his floating home. On his return to Hongkong, Captain Weigall goes to England to bring out a new, large, finely equipped passenger steamer for Jardine, Matheson and company's Chinese trade, which will be without a rival in these waters. By his courteous manner toward all with whom he came in contact Captain Weigall has made a host of friends among travellers and shipping men, and his well deserved promotion in the service is very gratifying to his friends. First Officer Samphay of the *Loongsang*, who has also been several years on the vessel, will assume command on her arrival at Hongkong.

Carl Schilling, August Teke, and Johannes Schütz, seamen from the s.s. *Hohenzollern*, were charged before Mr. F. A. Hazland this morning, with behaving in a noisy and disorderly manner in Queen's Road, East, on the 30th inst., the first defendant with further assaulting P.C. Mills, and the second and third with obstructing P.C. Mills in the execution of his duty. It appears the defendants were assaulting a ricksha coolie, and the constable went to stop the disturbance, when the first one struck him on the arms and legs, and when he was arresting him the other two defendants pushed him and tried to prevent the arrest. Chief Inspector Hanson acted as interpreter and through him the defendants said that they had bought some shirts and tobacco from a Chinese shop, and then engaged rickshas for a drive. They stopped at another shop, and when they wanted their belongings the ricksha coolie refused to give them up, intending to annex them. For this they thrashed him. They were each ordered to pay a fine of \$3.

"OPEN" PORTS.

Chung Ho, a married woman, aged 17 years, was placed before Mr. F. A. Hazland this morning on the prosecution of M. Costa, steward on the s.s. *Zui A*, charged with stealing a quantity of stores from that vessel. The prosecutor said that the defendant had discharged cargo into the ship, and remained fast alongside in her boat for some time, and as witness was looking over the side he saw a small boy climb up from the stern of the defendant's boat, and putting in his hand through the store-room port, extract a number of tins of various provisions, which he handed to defendant, who placed them in the junk cabin. Witness at once got down into the junk, but seeing him coming the boy bolted across a number of other junks, all lying alongside, and could not be found. The police were called and the woman given in charge. The woman pleaded ignorance of the fact of the goods being stolen. She said she thought she had to take them somewhere, though nobody had told her so. She did not know what had become of the boy. Mr. Hazland said it was the boy who committed the theft and, if found, could be charged, but as there was some doubt about the woman's guilty knowledge she must be discharged.—This should be a warning to vessels in the harbour not to leave their port-holes open while cargo boats are alongside, for as Inspector Langley pointed out in reply to a question from the Court, when these junks are empty they are so high in the water that it is easy for the boat people to look in at the open ports of ships alongside which they are lying and extract anything within reach that may take their fancy, while the attention of the officers and crew is engaged in loading and discharging the cargoes of their vessels.

RULE OF THE ROAD; COXSAIN FINED.

Before the Hon. Captain L. A. W. Barnes-Lawrence, R.M., Marine Magistrate, this morning, Wong Kam, master of steam launch K. 87, was charged with failing to observe the rule of the road in this harbour on the 20th inst. P. C. Norman, of the Water Police, said he was on duty on that day off Arsenal Street wharf, when he saw dock launch 87 leaving Wanchai for Lungkum, while the launch *Osaka Maru* was coming from the East, blowing one blast on her whistle. The dock launch blew two blasts and held on her course. The *Osaka Maru* then blew one blast and ported her helm, the dock launch blowing another two blasts and keeping on her course. Witness then stopped the dock launch and the *Osaka Maru* went by—the master of the *Osaka Maru* corroborated the last witness, proving his statement by models.—Wong Kam, master of 87, said he put his helm to port, but had first to keep on his course to clear a sampan.—P. C. Norman said there was no sampan in the way that could possibly have interfered with his movements in avoiding the *Osaka Maru*.—Wong Kam was fined \$5, and warned to be more careful in future.

CERTIFICATE SUSPENDED.

Before Mr. Basil Taylor, an inquiry was held to-day regarding the collision between the launch *Kwong Hung* and the *Daisy*, in the harbour on the 30th inst.—P. S. Counsell said at the time he was going from east to west in the *Daisy*, and when off Blackhead Hill he saw the *Kwong Hung* coming up astern, going a great deal faster than the *Daisy*, and when abreast of the *Daisy* on the starboard side, the *Kwong Hung* starboarded her helm and collided with the *Daisy*, grazing along the starboard side, though he had lots of room. Cheung Sim, coxswain of the *Kwong Hung*, said he was on his way from Hunghom to Hongkong, and the *Daisy* was coming from Wanchai on his port bow. He did not see her until she was half a boat's length from him. Witness here said that statement was not true, he saw the *Daisy* a long way off. Witness then refused to answer any other questions, and constantly contradicted himself. Mr. Taylor said he considered P. S. Counsell's story to be the true one, and suspended the certificate of Cheung Sim, the coxswain of the *Kwong Hung*, for two months.

MORE SEAMEN GO TO GAOL.

Walter Paul Sieventon, steward of the s.s. *Evendale*, was charged with (1) disobeying the lawful commands of the master, Captain W. Byers, and (2) assaulting Mr. W. Giddard, chief officer, on board that steamer in this harbour on the 29th inst.—When placed before Mr. F. A. Hazland this morning defendant pleaded guilty to the charge of disobedience, but did not know whether he was guilty of the charge of assault, as he was not sure who struck the first blow.—His Worship asked the captain if this case could not be settled outside, but the captain said he feared not, as he found the man useless, and to-day he was also obliged to prosecute H. Morgan, the cook of the *Evendale*, for disobedience of lawful orders, and for continuous and wilful neglect of duty, and he did not want either of these men on board.—The Magistrate said that before he would deal with these men the captain had better go and see the Harbour Master, and see if some settlement could be arrived at, whereby the men would be placed on board on their undertaking to be of good behaviour in future.—When the captain returned the case was resumed; the master stating that yesterday morning he sent the defendant to his room and ordered him to remain there. The man refused to do so; he was drunk, and went about the deck abusing witness and the officers, and generally disturbing everybody on the vessel, and finally told the captain he would "do three months for him any time." He was constantly using threats to the officers and himself. Defendant said "as regards threats and bad language, and the like of that, if we was all put on board I don't know who would prove the reddest!"—W. Giddard, chief officer of the s.s. *Evendale*, said he went to get some water and was just filling a glass when the defendant came and asked him to give him a drink of water, which witness, of course, refused to do. Defendant then came running at witness and commenced to strike him. Witness then got hold of defendant and put him on the deck. Defendant was drunk, and struck witness on the chest and arm, and then called him everything bad.—Defendant said if he struck the officer it was quite unintentional "and he was very sorry for it, as he had nothing against him, but he had a hard case to deal with in the captain."—The first defendant was discharged on the first count, but convicted on the second and sent to gaol for seven days, but without hard labour. The case against the second defendant was that he went ashore against the express orders of the captain. Defendant had nothing to say in his defence, and was sentenced to two weeks' hard labour.

COMMERCIAL.

SHARE LIST.

The following further alteration is to be noted in Messrs. Benjamin, Kelly & Potts's share list to-day:—

China Sugars 121

10-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	110
Do. demand	111/16
100—4 months' sight	110 13/16
France—Bank T.T.	236
America—Bank T.T.	251
Germany—Bank T.T.	109 1/2
India T.T.	109 1/2
Do. demand	109 1/2
4 months' sight L/C	110 15/16
30 days' sight San Francisco & New York	46 1/2
4 months' sight do.	47 1/2
30 days' sight Sydney and Melbourne	31 1/2
4 months' sight do.	32 1/2
6 months' sight do.	34 1/2
4 months' sight Germany	107 1/2
Bar Silver	37 3/16
Bank of England rate	24 1/2
Sovereign	10 5/8

Buying.

Malwa New	1,180 1/2
Old	1,250 1/2
Older	1,300 1/2
Oldest	1,380
Palea New	1,115
Old	1,175
Benares New	1,070
Old	1,095
Portian (Paper)	280 1/2

OPUM QUOTATIONS.

To-day's quotations are as follows:—

Per picul	
Malwa New	1,180 1/2
Old	1,250 1/2
Older	1,300 1/2
Oldest	1,380
Per chest	
Palea New	1,115
Old	1,175
Benares New	1,070
Old	1,095
Portian (Paper)	280 1/2

To-day's Advertisements.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th day of August next, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1905.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st July, 1905. [788]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED from SATURDAY, the 5th, to the 19th day of August next (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st July, 1905. [789]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

In accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND OF TEN PER CENT. for the half-year ending 30th June, 1905, on the Paid-up Capital.

DIVIDEND WARRANTS payable on FRIDAY, the 18th August, will be issued to Shareholders on application. The TRANSFER BOOKS of the Company will be CLOSED from 5th to 18th August, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 31st July, 1905. [792]

NOTICE OF REMOVAL.

THE OFFICES OF W. H. BOYD & Co. have this day been REMOVED to No. 10, DES VŒUX ROAD CENTRAL.

Hongkong, 31st July, 1905. [785]

NOTICE.

DRS. MULLER and JUSTI have REMOVED to their new office, HOTEL MANSIONS, Second Floor.

Hongkong, 31st July, 1905. [787]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ EITEL FRIEDRICH,"

Captain Prehn, will leave for the above places, TO-MORROW (TUESDAY), the 1st August, at Daylight.

For further Particulars, apply to NORDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 31st July, 1905. [793]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 7th August, at 9.30 A.M.

All Claims must reach us before the 12th August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 31st July, 1905. [794]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 2nd August, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 31st July, 1905. [795]

JAVA-CHINA-JAPAN-LIJN.

FROM JAVA PORTS AND MACASSAR.

THE J. C. J. L. Steamship

"BOGOR"

Captain Werkhoven, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge and/or Cargo left on board after the 1st August will be landed in the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

No Fire Insurance has been effected.

Head Agency of the
JAVA-CHINA-JAPAN LIJN.
Alexandra Buildings.

Hongkong, 31st July, 1905. [791]

Intimations.

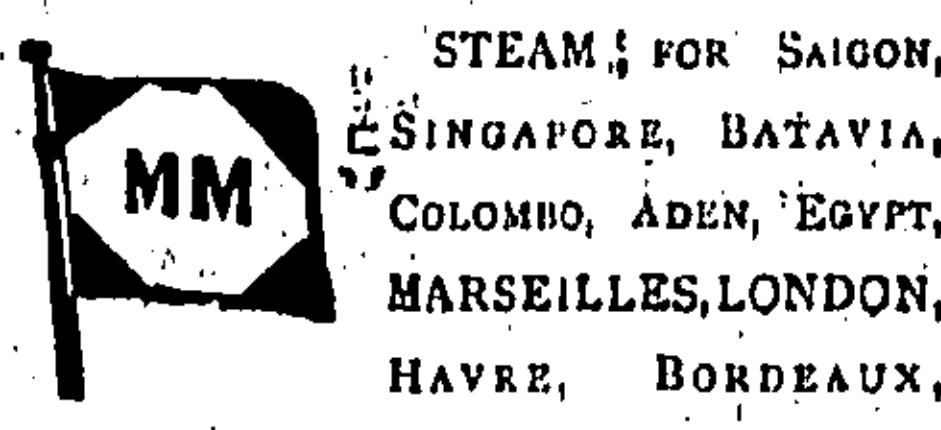
THE

ROBINSON PIANO COMPANY, LD.

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAMERS FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN,"

Captain A. Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 8th August, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. SYDNEY.....22nd August.

S.S. ARMAND BEHIC.....5th September.

S.S. ERNEST SIMONS.....19th September.

G. DE CHAMPEAUX, Agent.

Hongkong, 25th July, 1905.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain G. M. Monford, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 12th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moldavia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on the 24th September.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 31st July, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

Steamer.	Tons.	Captain.	Sailing.
<i>Tremont</i>	9,606	T. W. Gardick.	At Aug. 8
<i>Hyades</i>	3,753	Geo. Wright.	" Aug. 16
<i>Lyra</i>	4,417	G. V. Williams.	" Sept. 15
<i>Pleiades</i>	3,753	F. G. Purinton.	" Sept. 15
<i>Shawmut</i>	9,606	E. V. Roberts.	" Sept. 15

Steamer marked (*) have no second-class passenger accommodation.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 21st July, 1905.

Hongkong, 16th November, 1904.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

To Let.

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAVA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1905.

TO LET.

NO. 3, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 19th July, 1905.

TO LET.

GODOWN No. 3, NEW PRAVA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th June, 1905.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905.

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.

First Floor, No. 12, QUEEN'S ROAD, CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.

Apply to—

S. HISNEY, Hongkong Hotel.

Hongkong, 8th June, 1905.

TO LET.

SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with fine Bright and Airy Rooms. GAS and ELECTRIC BELLS laid on. Commanding fine view of the Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE, No. 5, D'Agular Street, 37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905.

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SEWAN, TOMES & Co., General Managers.

Hongkong, 7th March, 1905.

FOR SALE.

INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 56, Lyndhurst Terrace.

Hongkong, 16th November, 1904.

Hongkong, 16th November, 1904.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN PERCENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$2.46 for second half-year 1904	5 %	\$915 London 489 1/2 38 buyers
National Bank of China, Limited	99,945	£7	£5	\$100,000	\$41,768	\$2 (London 3/6) for 1903
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$17,739	\$150,494	\$17 for 1903	5 1/2 %	\$33 1/2
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$500,000 \$151,092 \$362,166 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	6 1/2 %	\$7 1/2 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$17,749 \$803,110 \$846,773 \$700,000 \$37,794 \$1,000,000 \$218,093 \$2,241	\$2,078,997	\$35 for 1903	4 1/2 %	\$730 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$500,000 \$151,092 \$362,166 \$371,445	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$172 1/2
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$218,093 \$2,241	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	38 1/2
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000 \$120,000	\$360,372	\$34 for 1903	11 %	\$315 buyers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$175,000 \$185,439	\$8,832	\$1 for 1904	5 %	\$20 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$250,000 \$250,000 \$158,444 \$120,000	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$120,000 \$120,000 \$120,000 \$120,000	\$26,160	\$1 for second half-year 1904	9 1/2 %	\$26 1/2 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£341,110 £1,999	£4,435	12/- @ 1/10=\$6.29 5/11 for 1904	6 1/2 %	\$93
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 25,000 \$400,000 \$400,000 \$416	Tls. 13,703	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	7 1/2 %	Tls. 60 buyers
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	£40,000 £4,116	£58,852	Tls. 1 1/2 final making Tls. 3 1/2 for 1904 Interim of 1/- (Coupon No. 5) for 1904	7 1/2 % 4 1/2 %	Tls. 50 sellers 21/- sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000 \$24,257	\$929	(\$1.80 \$0.90) for year ending 30.4.1905	5 1/2 % 3 1/2 %	\$33 sellers \$25 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,075 \$130,153 Tls. 126,000	\$21,231	\$10 for 1904	7 %	\$145
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 276,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	11 1/2 %	Tls. 28 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 none	\$42,812	Final of \$15 making \$20 for 1904	9 1/2 %	\$220 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$85,687	\$3 for 1897	1 1/2 %	\$27 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	3 1/2 %	Tls. 68 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000 none	\$7,820	Interim of 1/- (No. 4)	...	Tls. 7 1/2 buyers
Oriental Consolidated Mining Company, Limited	30,000	G. \$10	G. \$10	none	\$672,093	Interim of 50 cents (gold) for 1905 (No. 5)	...	G. \$17
Raub Australian-Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. \$4,029	No. 12 of 1/-=48 cents	...	\$5 sellers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000 \$70,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	9 1/2 %	Tls. 140 buyers
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$70,000 \$100,000 \$100,000 \$100,000 \$100,000	\$8,577	\$3.75 for 1904 on old capital First year	7 1/2 % 7 1/2 %	\$27 \$25
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$33,500 \$33,500 \$33,500 \$33,500 \$33,500	\$29,422	Interim of \$2 1/2 for 1905	5 1/2 %	\$97 1/2 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500 \$33,500 \$33,500 \$33,500 \$33,500	\$49,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	7 1/2 %	\$196 buyers
Howarth Erskine, Limited	17,000	\$100	\$100	\$60,000 \$60,000 \$60,000 \$60,000 \$60,000	\$489	\$10 div. & \$5 bonus for year end. 30/6/04	4 1/2 %	\$270 sellers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500 \$55,500 \$55,500 \$55,500 \$55,500	\$49,936	\$1 1/2 for 1903	7 %	\$17 buyers
Riley Hargreaves & Co., Limited	2,750	\$100	\$100	\$150,000 \$150,000 \$150,000 \$150,000 \$150,000	\$49,936	\$10 div. and \$4 1/2 bonus for 1903	5 1/2 % 6 1/2 %	\$350 \$111 1/2
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 59,880 \$2,100,000 Tls. 17,500	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	5 1/2 %	Tls. 140 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000 \$2,100,000 \$2,100,000 \$2,100,000 \$2,100,000	\$26,645	\$20 for 2nd half year making \$26 for 1904	6 1/2 %	\$380 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 %	Tls. 190
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none Tls. 34,000 Tls. 8,000	\$9,989	\$2 1/2 for year ended 30.6.1904	8 %	\$32 sales
Astor House Hotel, Limited (Tientsin)	2,000	T. Tls. 50	T. Tls. 50	none Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 135 sales
Central Stores, Limited	6,000	\$15	\$15	\$12 \$12 \$12 \$12 \$12	\$1,502	Final of 60 cents making \$1.80 for 1904	10 %	\$18 sales
Do. (Founders)	123	\$15	\$15	\$7 1/2	\$20,000	None	...	\$100
Do. (New Issue)	24,000	\$15	\$15	\$7 1/2	\$20,000	Preferential of 7 per cent for 1904	7 %	\$7 1/2 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$100,000 \$100,000 \$100,000 \$100,000	\$3,554	\$5 for second half-year making \$10 for 1904	7 %	\$144 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000 \$250,000 \$250,000 \$250,000 \$250,000	\$37,875	Interim of \$3 1/2 for 1905	5 1/2 %	\$116 1/2 buyers
Hongkong Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,000 Tls. 20,000 Tls. 20,000 Tls. 20,000 Tls. 20,000	Tls. 7,202	Tls. 2 1/2 for the year ending 31.3.1905	14 1/2 %	Tls. 17 1/2
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000 \$200,000 \$200,000 \$200,000 \$200,000	First year	Interim of \$2 1/2	...	\$105
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000 \$200,000 \$200,000 \$200,000 \$200,000	\$11,958	90 cents for 1904	7 1/2 %	\$12 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none \$50,000 \$50,000 \$50,000 \$50,000	\$377	\$3 for 1904	7 1/2 %	\$40 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000 Tls. 170,000 Tls. 170,000 Tls. 170,000	Tls. 40,066	Interim of Tls. 3 for 1905	6 1/2 %	Tls. 122
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none Tls. 50,000 Tls. 50,000 Tls. 50,000 Tls. 50,000	Tls. 670	Interim of Tls. 3 for 1905	12 %	Tls. 45 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	6 1/2 %	Tls. 217 1/2 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none Tls. 5,150 Tls. 5,150 Tls. 5,150 Tls. 5,150	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none Tls. 5,150 Tls. 5,150 Tls. 5,150 Tls. 5,150	\$1,247	Interim of \$1 1/2 for 1905	6 1/2 %	\$52 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none Tls. 50,000 Tls. 50,000 Tls. 50,000 Tls. 50,000	Tls. 11,655	Tls. 4 for year ended 31.10.1903	8 %	Tls. 50 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none Tls. 50,000 Tls. 50,000 Tls. 50,000 Tls. 50,000	\$22,862	50 cents for the year ending 31.7.04	3 %	\$16 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227 Tls. 35,227 Tls. 35,227 Tls. 35,227	Tls. 13,629	Interim of 3 1/2 a/c 1898	...	Tls. 45 buyers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 10,000	Interim of 4 1/2 a/c 1898 on 6,000 shares	...	Tls. 56 sales
Soo Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 1/2 for 1897	...	Tls. 200 buyers
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	none \$200,				